four miles of water before the shells on which to decide the rubber race between the two traditional rivals. Back in the early fifties it was that Harvard and Yale first measured oars, and everyone watching those sixteen young athletes knew that not one would prove false to the memories of thirty years and to the aquatic triumphs of his college. The Rival turned, and steamed back. The men clenched their oars hard, set their teeth and leaned forward ready for the

set their teeth and leaned forward ready for the word, motionless is so many statues, but with every sense strained to the utmost limit of tension.

Suddenly, "Are you ready?" "Go?" rang out Professor Wheeler's voice. The words broke the spell and changed the motionless oarsmen into struggling, straining, panting gladiators, whose weapons were their bending oars. House cheers and yells of "Harvard," Yale," came across the river from the Cygnet and the shore as the sixteen oars lashed the water into foam. The brown idies with their swelling muscles cashed ward and forward with terrible rapidity, and each crew fought for the lead. It was 11 c'clock, 7 minutes and 35 seconds when the start was made. Harvard's oars took the water first by a fraction of a second, Yale's first three strokes were pulled at the rate of 43 to the minute, instantly quickening to 48. Harvard started at 41, pulling a quicker stroke than she has before in her grum resolve not to allow her dangerous rival to steal the lead. For 20 strokes the boats kept even. The contrast in the appearance of the two crews was striking in the extreme. Well down forward and back beyond the perpendicular swing Harvard's oarsmen, putting all their weight and brawn into their mighty heave at the beginning of their stroke. Lake curious bits of machinery the men of Yale siid swiftly backward and forward, nearly bolt uprigut, their arms going in and out almost quicker than the eye could tollow, jerking their arms inke highting curious bits of machinery the men of Tale said swiftly backward and forward, nearly bolt upright, their arms going in and out almost quicker than the eye could follow, jerking their arms like lightning through the water while their ausence of swing was set off against Harvard's regular rise and fail. But this contrast was hardly noted before a change was begun. The crews had hardly pulsed 30 strokes when Harvard dropped from 41 to 38, and Yale, keeping up to 47, began inch by inch to gain. Harvard, unwihing to keep up the hot bace set at the start, again lowered her stroke a traffe, and Yale, rowing with the same wonderful rapidity, drew up until her coxswain was opposite the riatvard waist. On shore the Harvard men were silent, and the only cry was "Yale?" Yale? "The crimson oursmen had settled down into their steady, sweeping stroke, conscions that they were losing ground, but throwing all their strength into their oars and pulling as evenly as in a practice row on the Charles. Curtis was softing a regular, beautiful stroke, while behind him Chalfant and Hougen were making their ours bend under their weight, and Mumford was doing good work in the bow. But the beauty of the rowing brought no balm to Harvard hearts, for Yale rowing brought no balm to Harvard hearts, for Yale rowing brought no balm to Harvard hearts, for Yale rowing the dischance was up to Harvard's bow. Then gallant hittle Curtis spoke to his men gallant hittle Curtis spoke to his men gallant hittle Curtis spoke to his men gallant for the stroke of the part of the curtis of the first quarter, her stern was up to Harvard's bow. Then gallant hittle Curtis spoke to his men gallant for the curtis of the c was drawing away until, at the first quarter, stern was up to Harvard's bow. I galiant little Curtis spoke to his and quickened his stroke, Chalfant wis genial face was hardly recognizate for look of grim resolve, threw every ounce of his look of grim resolve, threw every ounce of his 177 pounds into his oar, and Sawyer and Munford in the bow took up the stroke, while the Harvard shell almost leaped from the water at every mighty stroke. Harvard gained, and the choese of the Harvard men broke out afresh. But keen-eyed Folsom, Yale's plucky stroke, was watching his rivals, and Harvard's sput had not ended when he in turn called to his crew, and added three strokes a minute to his rapid page. The Harvard bow was up to the e. The Harvard bow was up to the le's waist, but Yale's spurt brought further ahead as the crimson oar men dragged her further ahead as the crimson carsinen dragged after coming down from their spart. Then the half-mile flag was reached, Yale pulling 46 and Harvard 36, with the Harvard bow well overlapping the Yale runder. Then harvard spurted again, but she had hardly gained live feet when Yale answered with another spurt. The struggle had become so desperate that the spectators were silent, and watched the thrilling struggle breathlessly, with faces white with excitement. The two shells were almost side by side, so close that the men in cach could hear every movement of the other's cars. Thus far the race been one long, tremendous spart. But all the time Yale had been tremendous spirt. But all the time Yale had been averaging 10 strokes a minutefaster than her rivals without being able to shake them entirely off. But all the time Yale had been

THE STRUGGLE AT THE BEGINNING. The result was soon seen. At about the three-quarters Harvard quickened again, but Yale once more responded. Yale was splashing now and then; Harvard pulled cleanly, although with some tendency to drag, and Mumford, the bow, although rolling all out of shape, was doing splendid Still another spart by Harvard, and Yale's answer was less vigorous than before. Suddenly a wild-eyed student dropped his glasses and throwing his arms around his neighbor's neck, ejaculated: "Harvard's gaining." Up to this point the chances had been conceded to be in Yale's favor, and it was feared that Harvard would go to pieces. But as the mile flag was neared, Harvard was certainly overhauling her rival. The wild yells of "Harvara" from the Observation train, and the frantic shricks of "Hold eth, Foisom," told that this had been discovered by those on shore. Harvard sourted and crept steadily up. Yale's coxswain here lost his crew a trifle by steering too far toward the east bank. At the mile Harvard was puning 38 and 1 ate 44, and in time Yale was two seconds ahead. But the hopes excited by this at the grand stand were destined never to be remixed. boat. Their stroke was dead, Parrott looked badly gone. Hull showed signs or breaking up and Folsom was doing more than his share of the work. The mile and a half flag had been moved out to avoid any danger of eel-grass, so that Yale had a clearer course above the Navy Yard than last year's crew. Still they dragged, the oars splashed the water, and the crew showed signs of demoralization, although they kept up their transfer that the course of the crew they are the course of the crew the course of the crew the course of the crew that the crew the course of the crew the course of the crew the course of the crew that the crew the crew that the crew that

of demoralization, although they kept up their rapid stroke.
Harvard, with her long, steady stroke, came up bow and bow, "Harvard's ahead," was theery, and sure enough the Harvard bow was showing to the fore. Now, one of the long Harvard strokes was worth a dozen of Yale's rapid dabs, and the crimson shell rapidly shot ahead, leaving Yale's rattled oursmen struggling in the rear, while Harvard's friends went half mad to their fremade exuitation. The awater Yale's rattled oarsmen struggling in he rear, while liarvard's friends went half mad in their frenzied exuitation. Clear water showed between the boats. The gap widened. At the mile and a half flag Harvard had dropped to 35, Yale was putting 44 and the crimical carried and shall also be a supplied to a suppli

blaces were flashing a good lour lengths in advance of the Yale shell.

Now came the anxious questions; "Can Harvard keep this up ?" "How about Mumford, the substitute bow, who is unused to four-mile pulls ?" Weit, there were muscles in the Harvard boat crying for rest, and there were parched throats and sceing joints, but the men kept up their swing, and kept the boat on an even keel. Yale was badly off Parrott looked here to be aimost thoroughly exhausted. Opposite the Navy Yard Yale tried to spurt, but Foisom had lost something of his former vigor, and his men failed to follow him. Rogers and Hull were very tired oarsmen, and the crew looked a sorry lot as they kept pumping away at their quick stroke, splashing badly and failing to keep any kind of time. The Rivat, which had at first run up, as Yale fell back, now stopped for a moment to give the crew plenty of room.

as take reli cace, now such per for a moment to give the crew piculty of room.

At the two-mile flag Harvard had settled down to 34 strokes a minute and Yale was pulling 43, while Harvard was 10 seconds ahead, or what seemed four lengths, although the time would hardly Harvard was 10 seconds abead, or what seemed four lengths, although the time would hardly allow that difference. The race was balf rowed and its virtual decision had been thus brought about from the exhausting effects of the Yale's Quick stroke. The next half mile was unevenful. Yale paddied on pluckily, but raggedly, far astern, while Harvard kept up her steady pull, and easily retained her lead. At the 2½ mile flag, Yale was pulling 43 to Harvard's comfortable 34, and Harvard was readily holding all she had gained. There was a shrift yell from shore as the observation train came into gight from behind Mamacoke Point and the length of Harvard's lead was revealed. Some of the Yale men were looking around in their boat as if to calculate what chance remained. Then yolsom bravely called for a spurt, and his men gallantly answered for a few strokes, when Storrs caught a crab, Rogers appeared to follow suit, Hall seemed very unsteady, and the boat for an instant was thrown into confusion. But the men at once righted themselves without losing their presence of mind and with admirable courage again took in the proper stroke. presence of mind and with admirable courage again took up their stroke. The three-mile flag was passed by Harvard eight seconds ahead of Yale, while the former was pulling 34 to the latter's 43.

The last mile was now begun. The cheers from the grand stand floated up the course, and below the brilliant bunting on the yachts floated gayly in honor of the weary, panting carsinen who were just coming into plain sight. Harvard began to show signs of latigue, and no wonder, for the first mile and a half had been a terrible strain. Yale drew up a little. At the 3½ mile mile flag Harvard's lead was a little reduced, but Harvard was still pulling 34 to Yale's presence of mind and with admirable courage again took up their stroke. The three-mile flag was

passed by therrard eight seconds after a feature of Maio, while the former was pulling 54 to the latter \$4.35, the latter of Maio and the property of the process of the grand state mile was now begun. The cheech from the grand state in the was now begun. The cheech from the grand state in the was now begun. The cheech from the grand state in the process of the grand state in the grand state in the grand state in the grand state in the grand power. They rely on their process of the grand state in the grand in the grand power in the grand in the grand power in the grand power. He was stated the grand power in the gr

on his men for one last effort. How they did

on his men for one last effort. How they did it after their exhausting pull was a mystery, but once more they tore their oars through the water as if parts of an mysible steam engine. They rapidly came up on Harvard, while a perfect pandemonium broke out from the excited-crowds watching this thrilling finish. But Harvard was not to have the cup dashed from her lips just as she was about to taste her triumph. The Harvard men kept up their spurt. Curtis and Chalfant crowned themselves with fresh laurels and Mumford did his duty like a man. The waist men were badly tired, but they had a few onnees left and used them. "Bang, bang," went the yealt cannons as the shells shot down. But Yale's spurt had come too late. Down close to the grand shand flashed the Harvard shell, and all at once the men stopped rowing, while the crimson flag was dropped in the judge's boat and Captain Hammond held up his hand, "Harvard." "Harvard!" was the cry from hundreds of throats as eager collegians rushed down fairly into the water to embrace the victorious oarsmen. Yale pulled down close to the shipping on the east and crossed the finish line somewhat dragonally, with clear water just visible between the boar's.

Harvard's lead at the finish was a length and a quarter. The Harvard men pulled to a float and were nelped out of their shell and clothed, while were delped out of their shell and clothed, while their friends on shore literally went wild with delight. Hats were toesed up, crimson handkerchiefs 'waved, and the "'Rah, 'rah, rah" of Harvard was shouted until men were too hoarse to speak. The Yaje oarsmen clambered quietly into their launch and went back well-exhausted to their quarters. The Harvard men, although naturally breathless and played out at the finish, were certainly not over-exhausted. After a jubilation over the oarsmen, the crowd set toward the city, where Harvard cheers and colors have banished almost every vestige of Yale.

Harvard cheers and colors have banked almost every vestige of Yale.

Professor Wheeler gave the umpire the time as Harvard, 20 minutes, 47½ seconds; Yale, 20 minutes, 50½ seconds. According to the time at the telegraph station at the grand stand, however, there was five seconds between the boats at the finish. The wire for the first mile was broken, so that the time of the start was not telegraphed down. In giving the time by was not telegraphed down. In giving the time miles, therefore, the time given for the first mile not from the signal station. The time is as follow

| Harvard. | Yale. |
|--|--|
| First. 4 min. 55 sec. Second. 5 min. 8 sec. Third. 5 min. 10 sec. Fourth. 5 min. 10 sec. | Second5 min. 20 sec. Third5 min. 8 sec. |

The time of finish as given on the telegraph sta-tions is, Harvard, 11 o'clock, 28 minutes; Yale, 11 o'clock, 28 minutes, 5 seconds. The Harvard time is the fastest ever made by a Harvard or Yale crew, with the exception of the Harvard crew of 1878. ARRANGEMENTS FOR THE RACE.

The arrangemen s at the river were the same as in previous years. Down the centre of the course, which is from Bartlett's Point near Montville to Winthrop's Point just above the city, crimson and blue flags were planted at half mile intervals. flag at the mile and a half point, just above the Navy Yard, had been moved westward about fifty feet to avoid the cel-grass in the shoal water. White flags and lines of rowboats flying flags marked "Police" extended rowboats flying flags marked "Police" extended down the last mile at 200 feet on each side from the centre of the course, thus assuring a lane of water 400 feet wide for the soells. Mayor Coit and Harbor-Master Bartlett were near the finish on the Cecile to superintentend the police arrangements. The spectators viewed the race from the grand stand at Winthrop's Point, just at the finish, from the observation train, which ran down the New-London and Northern Railway track on the west side of the river, from excursion steamers and floating craft of all kinds in the river, and from the shores and the hills of Groton on the east side. The grand stand, which was without an awning, was built to accommodate about 2.500 people, although it was little more than half full. Here was the telegraphic signal station under the charge of Garret W. Russell, who has managed the signalling for the last three years.

Garret W. Russell, who has managed the signaling for the last three years.

The relative positions of the crews at the end of each mile were indicated by the comparative heights of red and blue halls suspended by ropes to a cross-bar. The time of the start was not given, owing to an accident to the wire in the first mile. The observation train consisted of twenty cars, having room for about 2.000 people, and was crowded. There were probably 3,000 or 4.000 spectators in the different craft on the water. The steamers and large boats were anchored below the finish line and on the east side, while the row-boats and smaller craft were allowed to take places on the west, just above the grand stand. Only three steamers were authorized to follow the racing shells—the Rival, containing Professor Wheeler, the umpire, with the judges, time-keepers, Professor Agassiz and Russell A. Bigelow, president of the Yale Boat Club, with the Manhanset, the Press boat, and the University boat, the Cygnet.

PAST INTERCOLLEGIATE RACES.

PAST INTERCOLLEGIATE RACES. The record of the eight-oared races between Harvard and Yale is as follows :

1 and Yate is as follows: 1876, June 30.—Yale, 22.2; Harvard, 22.31. 1877, June 30.—Harvard, 24.35; Yale, 24.43. 1878, June 28.—Harvard, 20.45; Yale, 21.19, 1879, June 27.—Harvard, 22.15; Yale, 23.58. 1880, July 1.—Yale, 24.27; Harvard, 25.09. 1881, July 1.—Yale, 22.13; Harvard, 22.19.

It will thus be seen that ap to this year each college had won three races. The best time ever made destined never to be remized, at last could not answer Harvard's The life seemed suddenly gone from the Their stroke was dead, Parrott looked badly vard's time to-day. In the Oxford and Cambridge races, pulled from Purney to Mortlake, a distance four miles and a quarter, at the last of the flood tide, the best time ever made s 19 minutes and 36 seconds by Cambridge in 1873. In the whole history of Oxford-Cambridge rowing, In the whole history of Oxford-Cambriage rowing, only two crews have averaged as much in weight as this year's Harvard crew, which was five pounds lighter in its average than Yale. These two were the Oxford crews of 1878 and 1880, which averaged respectively 171½ and 170½ pounds. The average of the Harvard crew this year was 171½ pounds, and that of Yale 176 pounds. The last Oxford-Cambridge race, on April 1, was won by Oxford in 20 minutes and 12 seconds, the best time, with two exceptions, ever made. The Oxford-Cambridge races are rowed on a much switter current than that of the Thames here, which accounts for the difference in time.

> THE FEELING AMONG THE GRADUATES. The news of Harvard's victory over Yale at New-London was received with great joy by the Harvard graduates of the city. The satisfaction was made keener for many of thom by the fact that the result was something of a curprise. At the University Club, where the Harvard and Yale Alumni of the Club, where the Harvard and Tale Albahil of the city congregate most, the race was the all absorbing topic of discussion. The Harvard men were most of them a little astom-shed at the result, while the Yale men seemed very much so. The defeat was attributed by Yale men generally to the stroke and the new boat. Some of them spoke of these experiments as "an experiment for the benefit of protesmonal outside in the cast as of amateurs—one crew of amateurs in particular."

THE FRESHMEN RACE TO-DAY.

Both the New-York and Cambridge men were in force yesterday at the Columbia boat-house, making the final preparations for to-day's race. The Harvard crew did not go out on the river, but Colum-bla's carsmen took a short spin. Both crews, however, evinced no desire to exert themselves much, preferring wisely to save all superfluous strength until to-day. The Harvard men are much heavier than their opponents, their weights being as follows; McCook (bow) captain, 142 pounds; Hanson (2), 146; Read (3), 156; Earnes (4), 154; Kollock (5), 169; Gilmen (6), 165; Storrow (7), 158; Keith (stroke), 151, and Whiteside (conswain), 89. The weights of the Columbia men are W E Sanders (bow), 130; Middleton (2), 130; Crowell (3), 130; Hunt (4), 133; R. L. Lee (5), 145; Whitman (6), 160; G. B. Lee (7), 148, and Peet (stroke), 140. The coxawain, Dormitzer, weighs 100 pounds.

Only one man of the Columbia crew is from New-York City. The strokes rowed by the two crews are radically distarent. The Columbias pull a short, quick stroke, everaging forty-six to the minute. They are quick in the recover. The Harvard crew row an average of thirty-four strokes to the minute only, but they are long and strong, and they send the boat ahead steadily and

STRIKERS AND RAILROADS.

SEEKING RELIEF FROM THE COURTS. SUIT AGAINST THE ERIE BEGUN BY THE ATTOR-NEY-GENERAL-THE MEN SUFFERING FROM LACK OF MONEY-WORK AT THE DEPOTS AND PIERS.

Justice Denohue, in the Supreme Court, Chambers, yesterday, on the application of Attorney-General Russell, granted an order to show cance why a peremptory mandamns should not issue against the New-York, Lake Erie and Western Railway, compelling them to perform their duties as common carriers by forward ag as promptly as possible all freight offered to them. The order to show cause is made returnable on July 7. The suit begun by the Attorney-General is on the relation of F. B. Thurber and others. The complaint sets forth the duties of the company under their charter and as common carriers promptly to forward all freight offered, and asser's that the company have neglected and refused to perform their duties, to the great loss and injury of the relators and the

The special committee on railway freight griev ances of the Board of Trade and Transportation yesterday issued a printed form to the merchants for the purpose of filing claims against the railroads resulting from losses by failure to transport their freight. The form is to be tilled out with the business that the claumant is engaged in, the railroad by which the goods were forwarded, the average shipments per week, and declaration that the railway company has failed to receive and forward such freight, for which failure damages are claimed in a specific amount. The claimant also authorize the committee to have action begun in the courts to recover on an additional claim for damage to his general business by the failure of the railway companies to forward goods.

The farce of loading freight, which the railroad companies have carried on for several days, was continued yesterday. The Italians and the Russian Jews hopelessly struggled with the huge piles of freight at the piers, making the agents and "checkers" prematurely morose and crabbed. The merchants are making every effort to ship their goods, and all possible means of freight egress are eagerly sought. The consequence is that the Albany and Troy boats are crowded with freight, as well as the Sound steamers. While many of the shippers were awaiting vesterday the results of the action of the Board of Irade, and the supposed change of affairs consequent upon the advance of freight rates to-day, the majority of them showed great impatience. The strikers themselves have begun and suffer severely from the lack of their usual pay. The money which has been given them has not been sufficient to provide for their most urgent needs, still they assert firmly that they will not return to work for the railroads, unless their demand for an increase of 3 ceuts an hour is acceded to. The strikers were sober and orderly yesterday, and many of them went to Jersey City in the atternoon to join the parane of the men on strike there. A meeting was held at Berrigan's Hall in Hudson-st., to distribute some money which had been given them.

The work on Piers Nas. 1, 4, 5, 16, 38 and 39, North companies have carried on for several days, was

The work on Piers Nos. 1, 4, 5, 16, 38 and 39, North

The work on Piers Nos. 1, 4, 5, 16, 38 and 39, North River, of the Pennsylvania Kaifroad, continued sluggishly. One hundred and twenty-five Russian Jews and Italians were worrying the life out of the agents and "checkers" on Piers Nos. 1, 4 and 5. It is understood that the padrone who procures the Italians for the company receives 25 cents 2 day apiece more than he pays the men. The Russian interpreter, it is said, performs the same unselish office for his fellow-countrymen. Considerable freight was received at Pier No. 1, but at Nos. 4 5, 16, 38 and 39 not much headway was made. At Pier No. 1, of the Lehigh Valley Road, an attempt was made to receive goods, and the doors were open most of the day. The work of taking freight at the piers of the New-Jersey Central did not vary much was made to receive goods, and the doors were observed into the day. The work of taking freight at the piers of the New-Jersey Central did not vary much from that of previous days; what could not be handled immediately was stored on barges. John H. Starin has nearly his full force of old men at Piers Nos. 18 and 19. At Piers Nos. 20 and 21, of the Eric Railroad, Superintendent Bowen and his backed to ware trying in vain to content them. Piers Nos. 18 and 19. At Piers Nos. 20 and 21, of the Erie Railroad, Superintendent Bowen and his subordinates were trying in vain to content themselves with the amount of work accomplished by the "green" men. The handling of treight at Pier No. 26, of the Hudson River Railroad, dragged even more than on Thursday. When a reporter of THE TRIBUNE entered the depot at St. John's Park, he was confrosted by a watchman, who said he was ordered to direct all persons to the office, where information in regard to the condition of affairs would be given. About one hundred Italians were at work in the depot. At the Thirtiethest, and Sixty-fith-st, yards of the Hudson River Railroad, there was no material change in the condition of affairs. It has been found necessary to employ recruiting efficers to fill the place of the immigrants who are unable to continue work.

Superintendent Sloane, of Pier No. 8, East River, of the Eric Railroad, procured, after considerable trouble, twenty-live immigrants from Castle Garden vesterday morning, whom he proposes to keep on the pier, furnishing them with meals and lodgings there. The Italians were unwilling to leave Castle Garden, and not a little persuasion was needed to induce them to go to work. They seemed afraid that they would be injured. The work on Piers Nos. 4, 5 and 6, East River, it was claimed, was going on as usual, and no more troubles were anticipated. The rumor that the men claimed, was going on as usual, and no more troubles were anticipated. The rumor that the men on those piers had been given an increase, was

The Police Commissioners recently received a The Police Commissioners recently received a letter from John A. Hardenberg, asking protection for a gang of laborers from Castle Garden, who have been employed since the strike of the treight handlers on the pier at the foot of Duane-st. Acting-Superintendent Thorne was directed yesterday to see that the laborers were not molested by strikers while they were on their way from Castle Garden to the pier.

NO COMPROMISE IN JERSEY CITY. BOTH PARTIES AS DETERMINED AS EVER-A MASS MEETING OF THE STRIKERS.

Yesterday brought no change in the relations be tween the railroad companies and the striking freight-handlers in Jersey City. Both sides are to all appearances firmly opposed to surrender or compromise. As the strikers have shown no disposition to commit any breach of the peace, the railroad officials have gradually reduced their force of special officers, and fewer regular policemen are being detailed at the freight yards. The roads received an unusually large amount of west-bound freight yesterday, it being the last day before the advanced schedule goes into force. As a consequence, the men employed were used more in forwarding this class of freight than in handling the east bound. About 500 lately landed laborers were at work on the Eric Railroad piers, a long row of wagons were being discharged along the Pavonia-ave, platform, and long lines of trucks waited for the ferry boats after being discharged. The imfor the ferry boats after being discharged. The im-migrant laborers do not grow expert very quickly, but with enough of them and plenty of time they manage to do the work, though they have not been able to catch up with the accumulation. Superin-tendent Thomas said everything was working smoothly and it was expected to forward over 800 cars of freight from both sides of the river. The east-bound freight handled would not be so large

east-bound freight handled would not be so large as usual, he said, partly because the grain had nearly all been stored in the elevator.

Superintendent Petit, at the remsylvania freight yard, said that their force of men was sufficient for the present business. Some of the Hungarians and Germans, he said, are such good laborers that the company would not discharge them to make room for the old employes. He knew nothing of any proposed increase of wages. Work appears to be advancing most satisfactorily at the local station. At the Harsimus Cove piers, however, the amount of freight to be handled is plainly too large to the present force of men.

amount of freight to be handled is plainly too large tor the present force of inen.

"We are just as well situated as if there had never been a strike," was the statement at the Central Railroad of New Jersey's freight yard, and appearances bore out the truth of the statement. Work goes on quietly at the Delayare, Lackawanna and Westero yard at Hoboken, though there is a large quantity of pig iron on the piers owing to the detection of the Italian laborers. Freight is forwarded without delay.

The striking freight-handlers appeared more interested in Guiteau's execution than their own

ava. Henderson-st., Sixth-st. and Erie-st. to the vacant lot opposite St. Michael's Institute. The speaking began about 8 o'clock, when there were about 1,500 persons, including a number of women, around the stand. J. R. McNaurar introduced Jeremiah Murphy as the chairman. John Swinton was the first speaker. Assemilyman Thomas V. Cator advised the men to "strike siedge-hammer blows with the ballot until the Government shall own and ran the railroads and telegraph lines instead of their running the Government." own and can the railroads and telegraph lines instead of their running the Government." Wall Street, he said, should be wiped out like a faro bank when the police dash in and cap-ture the "chips."

like a faro bank when the police dash in and capture the "chips."

After this speech the meeting adjourned to St. Michael's institute, where Robert Binsart, James Fleuing and Edwin O. Chapman made addresses. The speeches were frequently and heartily applanded. A long list of resolutions was unautmously adopted. The resolutions declared that labor is the source of all national wealth, and that its regulation on a basis that shall return to the laborer a fair proportion or its product is essential to the prosperity of all classes. They denounce the injustice of the railroad companies in compelling service at starvation wages white increasing the price of the necessaries of life by advancing the rates of freight. They state that the unlimited power of the railroad companies and their corrupting influence demonstrates that the Government must own the railroads or the railroads will control the Government. They also denounce the use of the Jersey City police to watch property exempt from taxation while the property of tax-payers was left unprotected. The appointment of "nile loafers and political heelers" as special policemen was condemned, and sympathy and assistance was invited for the orderly trought-handlers. nen was condemned, and sympathy and assistant was invited for the orderly treight-handlers.

BRAKEMEN LEAVING THEIR TRAINS.

The labor troubles of the New-York Central and Hudson River Railroad Company have been extended by the strike yesterday of the bulk of the brake nen on the Hudson River branch. For several days the novement for higher wages had been agitated among the men, but no strike was planned before July 1 or 4. but the action of General Su-perintendent Toucey, the men claim, preciptated matters. News was received yesterday at the Grand Central Depot and at the Thirtieth-st. yard, that as fast as the freight trains arrived at West Albany the brakemen left them and refused to make the return

trip unless their wages were increased.

The regular force of freight-train hands between this city and West Albany consists of ten gangs, there being a onductor and three brakemen in each gang. These me are supposed to go out on the regular trains from St. John's Park. The extra force, which is increased or diminished according to the fluctuations of the freight traffic, consists of about 175 men, most of whom are steadily employed. The current rate of wages of the regular men is \$50 a month. The demand of the extra Superintendent Toucey, they said, was not definite, an was only an attempt to induce them to finish their trip. The notice which the extra men had received at the

The notice which the extra men had received at the Thirtieth-st, yard, to call at the office for the amount of wages due them, was regarded by the brakemen as a summary dismissal from the employ of the company. Only one freight train arrived at the Thirtieth-st, yard yesterday; it was manned by three conductors. One of them said to a TRIBUNE reporter:

"Yes, we are brakemen now; but we will not be long; the yard at West Albany is full of ears, and the regular force of the road cannot handle the trains. What the company will do! I don't know. I suppose that they think that in a few days the usual midsummer full in business will come, but they will find that when this freight-handlers' strike is ended the rush of freight over the road will be greater for a while than they have known in a long time before."

All the employes of the road who could be seen yesterday said that they believed that the strike would be of short duration. "Wny" said the switchman at the Thirtieth-st. yard, "the regular force is so small that they cannot run half the trains. If the company discharges all the extra men, or rouses to pay them the same wages that the regular men get, the trains will have to stop running ontirely. But I suppose that the freight-handlers' strike will be ended in a day or two, and then the men will be taken back, doubtless."

ended in a day or two, and thou the mon war or back, doubtless."
The men in this city were agreeably surprised late last night by the rumor that the company had acceded to their demand by promising them \$2 a day. General Toncey and Division Superintendent Bissell went to West Albany in the afternoon, and, after having become only informed in regard to the situation, gave the order for the men to return to work at the wages demanded. Superintendent Toncey returned to this city at 9 o'clock hast night, and said that the whole matter had been sat-tefactority adjusted.

LABOR TROUBLES AT VARIOUS PLACES.

patrick & Co., at Leechburg, Penn, who started work on Tuesday at last year's scale, have struck tion, says he cannot allow them to go to work again until the full demands of the original scale are compiled with by the firm, except 50 cents for einder-fix which is conceded. The iron-workers claim that

Boston, June 30.-The New-York and New-England Ratiway Company have advanced the wages of the freight-handlers from \$1.35 to \$1.50 a day. The freight-handlers demanded the advance this afternoon.

BEDFORD, Penn., June 30.—A committee of three from

held a conference lasting late into the night. It w possible to obtain any information as to the object meeting.

A CALCIUM LIGHT IN A CHURCH.

STAGE EFFECIS IN OLD TRINITY CRITICISED BY "THE GUARDIAN."

"THE GUARDIAN."

In conformity with a long-established custom, the Ascension Day services at Trinity Church this year were of an elaborate and imposing character. The musical programme was more than ordinarily brilliant and impressive. In addition to the organ a brass hand was brought into service. All these musual efforts to give importance to the day and effect to the services are explained by the fact that Trinity Church was established on Ascension Day; hence the celebration is also in the nature of an anniversary. A calcium light has been used for several hence the celebration is also in the nature of an anniversary. A calcium light has been used for several years on these occasions for the purpose of filuminating the Astor revedos. The use of this light has not caused any unfavorable comment in previous years, but on this occasion it excited some feeling. The Guardian, a religious weekly, of which the Rev. Dr. Richardson is the Editor, published this week a quaint but emphatically bitter communication on the su ject. In the introductory paragraphs to the communication the use of the light is characterized as the boldest attempt that has yet been made "to dramatize the mys-

of the light is characterized as the boldest attempt that has yet been made "to dramatize the mysteries of the Christian Faith in the Episcopal Church." The letter further says:

As to the System, to which this Dramatization of Religion belongs, as to the sure effect of such spectacular Exhibitions upon the understandings, and hearts, and consecuences, and lives of the people—we do not suppose there is much diversity of opinion according to great body of American Churchmen, Clergy, and Lary. History is full of lessons, if anybody cares to read them.

We cannot but ask, and we do ask, is there to be anyend, any limit, to the introduction of such Novelties into the Church's Worship!

If there are such limits, where are they to be drawn! Who is to draw them!

Did, or did not, the Canon on Ritual of 1874, have, as its distinct and special object, to forbid and prevent the introduction of just such Ceremonialism as this, into our Public Services!

Public Services!
That Canon, after long and able debate, on the part of the ablent men in the Church, was adopted with elmost entire unanimity.

The communication, after asking Has a Priest of God no right to speak out when he sees God's House and Worship degraded by Stage-effect, and heatrical sensation!

states its case in the following language:] In Trinity Church (rest, oh body of Hobart, in peace under the altar, though thy spirit be crying how long, oh Lord, in Paraduse), yes, in that dear church, once an example to the wnois church, we are told that an elec-tric light was made to play on the reredos during divine

A TRIBUNE reporter called at the office of The

A THIBUNK reporter called at the office of The Guardian yesterday to obtain a further statement of the ground of objection. Dr. Richardson, it was learned, was sick and at his home in Bridgeport.

The Rev. Dr. Morgan Dix, the rector of Trinity, is now at Saratoga. The Rev. Dr. Cornelius E. Swope, the rector of Trinity Chapel, replied, when spoken to on the subject, that when the reredos was first put in the complaint was made that its beauty was not generally discernible. It was like putting a beautiful oil painting into a dark room. No evening services are held in Trinity because it cannot properly be illuminated with the present facilities. The calcium light was consequently put in, and the effect was so pleasant that it had been used during the succeeding years. The light is arranged in the

AT THE NATIONAL CAPITAL.

THE WORK BEFORE CONGRESS.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, June 30 .- The action of the Senate yesterday on the joint resolution to extend the appropriation laws of the fiscal year, which ended to day, for twenty days longer, instead of fifteen days as proposed by the House, is interpreted by prominent members of the latter body to mean that the session will last until July 20. Hence, there is a strong probability that the programme laid down by the leaders of the majority in the House will undergo some important modifications.

Yesterday, members of the Appropriations Com

mittee expressed a strong hope that the Navy Appropriation bill could be disposed of to-day, and the Sundry Civil bill taken up to-morrow. The sudden and unexpected death of Representative Hawk, of course, destroyed this hope, and Chairman Hiscock now believes that the Navy bill will not be finished before Wednesday night. He finds the opposition to certain features of that measure stronger than he anticipated, and other members of the House believe it will take an entire day to discuss and dispose of the single proposition relating to the office of Commodore. There are other parts of the bill which will provoke still stronger opposition and more prolonged discussion. progress can be made with the Navy bill on Monday, that being a day upon which motions to suspend the rules and pass bills take precedence. The Senate has not yet finished the Legislative, Executive and Judicial Appropriation bill. It has in committee the River and Harbor and the Pension Ap propriation bills and the bill to requee internal taxation, which, with the Navy bill, will probably occupy all its time until July 15. In view of these circumstances and probabili-

ties the Republican leaders in the House are seriously considering how the time which will be at the disposal of that body can be used to the best advantage. There are a few members wh carnestly desire action upon the bill "to suspend the issue of silver certificates and to limit the coin age of standard silver dollars to the requirements of the people," This bill was reported by the Committee on Banking and Currency on June 6, but its friends do not appear to feel very hopeful that it will receive attention at this session. There is a very strong feeling among Republican mem bers of the House in favor ot disposing of the remainder of the contested election cases at this session, tested election cases at this session. They urge that the House will be culpable if it shall fail to turn out Shelley, of Alabama, and Richardson and Tillman, of South Carolina, who hold their seats by virtue of the same kind of title that was found defective and fraudulent in the cases of Chalmers, Dibble, Finley and Wheeler. A member of the Republican Cauous Committee informed a Findunc correspondent to-day that it is now proposed to take up and dispose of the contested election cases as soon as the Navy bill is out of the way, and to leave the Sundry Civil bill until the last work of the session. If this programme shall be adopted, it may become necessary for Republican absentees to return to Washington, although the opinion is expressed by some prom-

for Republican absentees to return to Washington, although the opinion is expressed by some prominent Republican Representatives that the Democrats have had enough of filibustering on contested election cases and will not be guilty of that folly again at this session.

The holding back of the Sundry Civil bill until the last is regarded by conservative men of both parties as good policy and likely to restrain any tendency to reckless and extravagant legislation, which might otherwise show itself and make mischief in the closing days of the session.

WASHINGTON, June 30 .- The Senate and House conferces on the National Bank Charter Extension bill met this afternoon. The conference lasted several hours, and resulted in an agreement upon all points in controversy, except the 12th and 13th sections of the Scante bill, which relate to the issue of gold cer-tificates and the punishment of National bank officers for over-pertification of checks.

The Senate amendment providing that National banks with a capital of \$100,000 or less shall keep on deposit United States bonds "in excess of one-third of their capital stock as security for circulation," was so amended as to provide that banks having a capital of \$150,000 or less shall keep on deposit bonds equal to ne-fourth of their capital stock as security for circula-

as follows: That any National banking association now organized or hereafter organized, desiring to withdraw its circulating notes upon a deposit of lawful money with the Treasurer of the United States, as prorided in Section 4 of the act of June 20, 1874, entitled an act fixing the amount of United States notes providing for a redistribution of National bank currency and for other purposes," or, as provided in this act, is authorized to deposit lawful money and withdraw a proportionate amount of the bonds held as security circulating notes in the order of such deposit ful money in order to withdraw its circulating notes shall be entitled to receive any increase of its circulati shall be entitled to receive any increase of its circulation for a period of six months from the time it made such deposit of lawful money for the purpose aforesaid, provided that not more than three millions of dollars of lawful money shall be deposited during any calendar month for this purpose. And provided further that the provisions of this section shall not apply to bonds called for redemption by the Secretary of the Treasury or to the withdrawal of circulating notes in consequence thereof. The conference will meet again to-morrow to consider the 12th and 13th sections of the Senate bill.

ARMY RETIREMENTS.

WASHINGTON, June 30 .- The following offieers of the army were placed on the retired list to-day, in accordance with the provisions of the Army Appre priation bill, which was signed by the President to-day Brigadier General Joseph K. Barnes, Surgeon-General; Celonel John M. Cuyler, Colonel William T. King, and Lieutenant-Colonei James Simons, of the Medical De-partment; Major Robert D. Clarke and Major Edmund H. Brooke, of the Pay Department; Colonel Heary W Benham and Colonel John N. McComb, of the Corps of Engineers; Captain Reuben M. Potter and Captain John Livers, military storekeepers, Quartermaster's Department; Captain Edward Ingersoil, Captain William R Shoemaker, Captain Benjamin H. Gibreth, Captain E D. Ellsworth and Cautain Frederick Whyte, storekeep-ors, Ordinance Department; Captain Dudley Chase, Cap-tain Charles Reynolds and Captain John Woart, post chaplains; and Professor Patrice De Janon, Military Academy.

WASHINGTON, June 30 .- In the House of Representatives this morning the Chaplain referred to the death of R. M. Hawk, a member from Illinois, who died has night, and invoked the Divine blessing upon his family. Mr. Henderson announced to the House the leath of Mr. Hawk, and offered resolutions, which were manimously adopted, expressing the sorrow of the House and providing for the appointment of a committee of three Senators and seven Representatives to su perintend the funeral ceremonies and escort the remains to their last resting place. Messrs. Payson, Davis of Illinois, Moulton, Calkins, Cabell, McKinzie and Cullen were appointed as such committee on the part of the House. Messrs. Henderson, Singleton of illinois, Williams of Wisconsin, Kelley, Springer, Haskell, Robinson of Massachusetts, Cox of New-York, Knott and Lewis were appoin ed pall-bearers, and then the House, out of respect to the memory of the deceased member, ad-

THE DEATH OF REPRESENTATIVE HAWK.

journed.

In the Senate the House resolutions were received and concurred in. Messrs Logan, McDill and George were appointed on the committee, and, as a further mark of respect for the deceased man, the Senate adjourned until to-morrow.

THE GENERAL DEFICIENCY BILL.

WASHINGTON, June 30 .- The General Deency bill was reported to the Senate to-day from the Committee on Appropriations. The aggregate amoun of appropriations contained in the bill as it passed the House was \$8,842,695. To this the Senate Committee has added about \$861,684. The increase consists mainly of the following items: For arrears of pay to army offloors, \$525,000; for mileage of officers of the Marine Corps, \$50,000; for expenses connected with the sickness and death of the late President Garfield, \$75,000; for expenses of the Special Commission to Chill, Peru and Bollvia, \$20,000.

WASHINGTON NOTES. Washington, Friday, June 30, 1882.

Wilbur F. Hall has been appointed Internal Revenue Inspector for the XXIVth District of New-York. It is estimated that the decrease of the public debt for the month of June is a little over \$12,000,000. John C. Tweedale was to-day appointed Chief Clerk of the War Department, vice H. C. Crosby resigned. Thirty-sevon cierks in the Land Office, and twenty one clerks in the Patent Office vere discharged to-day.

There will be another call for continued six per cent bonds of the series of 1863 early next week, probably for \$15,000,000. Rear Admiral John C. Febiger, U. S. N., will

be piaced on the retired list to-morrow, and Commo-

dore A. K. Hughes will be promoted to grade of Rear Admiral. The Treasury Department yesterday bought 240,000 ses of silver for delivery at the minus The pur-

chases of silver for the fiscal year averaged a little over \$2,000,000 a month.

In the Star Route trials to-day several with

examined relative to route No. 38,113, from Rawlins to White River, Col. Additional testimony was taken with reference to route No. 38,140, route No. 35,015 and route No. 38,152.

route No. 38,152.

Chairman Williams, of the House Committee on Porcign Affairs, was authorized to-day to report to the House with a favorable recommendation a bill providing for the appointment of a Consul-General at Teheran, Persia, whose salary shall be \$5,000 per annum. The Senate Committee on Territories, at their meetin to-day, decided to report favorably the bill established

the Territory of Pembina. The proposed new Territory of mbraces all that portion of the present Territory of Dakota lying north of the 46th parallel of the north as cable message from W. H. Gilder, clerk to Lieutenant Berry, of the lost steamer Rodgers, dated at Irkutsk,

June 2, as follows: "Arrived yesterday. Detailed by breaking up rivers en reute. Had to kill noise for food Leave for Washington soon as business here settled."

THE END OF THE MALLEY TELAL

THE PRISONERS DECLARED NOT GUILTY.

CLOSE OF THE DISTRICT-ATTORNEY'S ARGUMENT-THE CHARGE TO THE JURY-SCENES IN THE COURT-ROOM WHEN THE VERDICT WAS REN DERED.

FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE. NEW-HAVEN, June 30 .- District-Attorney poolitile in his argument for the State in the trial of the Malley boys and Blanche Douglass had speken only an hour when the court adjourned yesterday. He resumed his argument this morning, completing it about the middle of the afternoon session. The address was long and carefully prepared, and reviewed thoroughly all of the testimony. He spoke of the circumstantial evi-dence as being sufficient for the purpose of drawing a conclusion in a murder case as well as in the ord nary affairs of life.

At the afternoon session the court-room was crowded. Between 3 and 4 o'clock Mr. Doolittle finished his plea. Judge Granger then delivered the charge to the jury, He said the State was bound to prove that murler had been committed in this case by the administration of arsenic by one or more of the accused persons. They were not on trial for outrage or for prevarication. The question of fact was: "Did these persons give Jennia Cramer arsenie, and did she die in consequence of it!" It was a case of murder in the first degree or it was nothing. The law, however, gave the jury the right to find a lesser degree of murder. "It without regard to the defence," he said. "You will con-sider carefully how this girl came to her death, and must be satisfied first as to the cause of her death. If any doubt upon it exists the law gives to the prisoners the benefit of the doubt. It is the claim of the State that there is positive evidence to show that death did not re suit from drowning; the defence alleges that there are enough evidences of drowning at least to raise a doubt. It is for the jury to decide whether she died of arsenical poisoning, and, also, whether the quantity administered was sufficient to cause death. If there is any theory which can in reason account for death on any other hypothesis than that which the State has brought out the jury must accept it. Each fact in the chain of circumstances must also be well established by the State. They must prove, for instance, that the accused persons and Jennie Cramer were at the flying horses on Friday night, and that there was then and there an opportunity to administer arsenic. It must be remembered that the identity of a person is a difficult thing to fix. If an alibi has in the opinion of the jury been proved, that is sufficient. The whole issue is one of fact and not of law. If the evidence is not found equal to two competent witnesses a variet of increar in the second degree may be rendered. The State alleges that it is one of murder in the first degree or note at all."

anegos that it is one of murder in the first degree or none at all."

The jury were out about an hour, during which time the crowded court room was the seene of much confusion. When the jury returned with the verdict he prisoners were requested to stand up and face the jury. In answer to the question from the judge the jury. In answer to the question from the judge the jury responded "Not guilty" in the case of each prisoner. When the verdict in James Mailey's case was called as turned very pale. At the announcement of the verdict there was a disposition on the part of the speciators to applicant, but the sheriff was prompt to prevent any demonstration.

street. Walter and his father left the court room to gether and went to the Tontine Hotel, where they were shortly afterward joined by the attorneys for the defence. James left the room with his brother, br. O'Mailey. Hie will go to Winkesbarre, Penn. Blasche Deuglass is spending the night with Jahor Stevens, at the jall. She has agreed to meet her attorney to-morrow and will probably leave here for New-York to-morrow afternoom. Walter Mailey says it will be the sim of his life to ascertain how Jenns Cramer died, and prove beyond the snadow of a dead that the last time ne saw her alive was the flursay morning size left the Mailey house with Blanche Dogalass. Both the Mailey boys left the court-room without recognizing Blanche Donglass.

There is a general feeling of relief here that the trial's finished. Opinions differ, nowever, as to the zuilt or is nocence of the acquitted persons, and probably always will. The Mailey boys have no plans for the inture, but it is said that they will travel abroad for a short time. They will not probably go on the lecture platform—not at least if they are wise.

OBITUARY.

EX JUDGE WILSON MCCANDLESS. andless died suddenly this morning.

Judge McCandless was born in Pittsburg seventythree years ago, and was educated at the Western Uni versity. He was admitted to the bar in 1831, and for nore than twenty-five years he practised law in Pitts burg. He was appointed United States District Judge for Western Pennsylvania in 1859, and held that posttion until 1876, when he was retired on full salary by special act of Congress. In early life he gave some atspecial act of ongress. In the case was identified with many of the local interests of his city and state. As a Mason and churchinan he assisted many benevotent limitiutions. From Union College he received the degree of Doctor of Laws. He had been in poor health for some time, but his death was not expected.

CAPTAIN FLORENCE O'DONNOGHUE.

Captain Florence O'Donnoghue, the United tates Medical Storekeeper in this city, died on Thursday in the tiftieth year of his age. He was a native of the District of Columbia, and entered the Army in 1867 as a medical store-keeper.

BASEBALL GAMES.

The Metropolitan and Atlantic baseball nines played on the Poio Grounds yesterday afternoon. The Minute team, since they secured their new pitcher, Egan, have been playing finely, and they expected to dedifficulty in batting Egan, and they made twenty-one single and a total of twenty-nine base hits. Both nines played well in the field. The Atlantics secured only seven base hits of the pitening of O'Niell. Relly, Clapp, Hankinson and Mansel led at the bat. The score by indicate was as follows:

Both of the League contests yesterday were won by the Western teams. A fine game was pla, ed at Cleve-land, between the Cleveland and Worcester nines; Worcester led at the but, but was outlieded by the Cleveland nine. The score by innings was as follows: Cleveland 0 1 1 0 2 0 0 0 0 0 0 1-5

Base hits-Cleveland, 8; Worcester, 13. Errors-Cleveland, 4; Worcester, 5. Umpire, Mr. Dunnigan. The Chicago team is beginning to play in its last year's form, and is defeating the other League nines as fast as it did of old. The contest yesterday was between the Boston and Chicago nines, and resulted as follows: Hase hits-Chicago, 13; Boston, 4 Errors-Chicago, 2; Boston 3;

Pittaburg-Athletic, 7; Allegheny.

FIVE PERSONS INJURED BY A TRAIN.

A carriage in which were William II. Steinbrenner, a freeholder from the Xth District, Jersey City, and his wife and two daughters, was struck to a locomotive engine yester day evening at the County Road crossing of the ew-York, Lax. Erie and Western Railway, and demoiished. Freeholder Steinbrenner had his arm and collar-bone broken, and his daugators were seriously injured internally. Mrs. Steinbrenner and the driver escaped with a few slight bruises. The wounded persons were taken to the County Lunatic Asylum at Snake Hill.

PROFESSOR JACOBSOHN BESIGNS.

CINCINNATI, June 30 .- Another resignation has occurred at the College of Music. This time It is very important one. Professor S. E. Jacobsohn, the eminent teacher of the violin, on day last sent the following George Ward Nichols, president of the College of Mu-sic: "I inform you hereby that I am not willing to stay in the college any longer than my contract says, viz., the 14th of October, this year. Please let me Enow when I shall take my six weeks 'vacation."

PENNSYLVANIA REPUBLICANS.

PHILADELPHIA, June 30.-General Beaver and Mr. Greer, Republican caudidates for Governor and Secretary of Internal Affairs respectively, were at Chairman Cooper's headquarters to-day. It is currently reported that the question of uniting the two kepub-lican factions was discussed. The leaders deny this, how-ever, saying that there is no danger of the deteat of the regular ticket.